

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Previously Presented) A general drive control system provided in a vehicle including a plurality of actuators and an energy source common to the actuators, accomplishing a work by an operation of said plurality of actuators consuming energy supplied by said energy source, comprising a control apparatus generally controlling drive of said plurality of actuators, with amount of drive of each of the plurality of actuators being determined in a dimension of work or power as work per unit time.

2. (Previously Presented) The general drive control system according to claim 1, wherein a target value of each actuator is represented and determined in a dimension of power or work from a drive request, and said control apparatus generally controls drive of said plurality of actuators based on a target power or target work as the determined target value.

3. (Previously Presented) The general drive control system according to claim 1, wherein a drive request and each actuator are related to each other in a dimension of power or work, and said control apparatus generally controls drive of said plurality of actuators based on the power or work.

4. (Canceled).

5. (Currently Amended) The general drive control system according to ~~any of claims 1 to 3~~claim 1, wherein said plurality of actuators are of mutually different type.

6. (Currently Amended) The general drive control system according to ~~any of claims 1 to 5~~claim 1, wherein

said control apparatus generally controls drive of said plurality of actuators based on a total power or a total work that is a sum of power or work approximately at the same time period, of said plurality of actuators.

7. (Currently Amended) The general drive control system according to ~~any of claims 1 to 6~~claim 1, wherein

said control apparatus generally controls drive of said plurality of actuators such that said power or work of each of said actuators or said total power or total work of said plurality of actuators does not exceed an allowable value.

8. (Previously Presented) The general drive control system according to claim 7, wherein

said control apparatus includes a power limiting unit limiting, when said total power or total work is about to exceed said allowable value, power of at least a part of said plurality of actuators in accordance with an order set in advance for said plurality of actuators.

9. (Currently Amended) The general drive control systems according to ~~any of claims 1 to 8~~claim 1, further comprising

a driving request determining apparatus determining a driving request for said vehicle; wherein

said control apparatus determines said power or said work based on the determined driving request as a desired power or desired work, and generally controls drive of said plurality of actuators based on the determined desired power or desired work.

10. (Previously Presented) The general drive control system according to claim 9, wherein

said driving request determining apparatus includes

a driving information detector detecting at least one of a driver's instruction driving said vehicle, state of operation of said vehicle, and operation environment in which said vehicle is placed, as driving information, and

a driving request determining unit determining said driving request based on the detected driving information; and

said control apparatus generally controls drive of said plurality of actuators based on said power or work based on the determined driving request.

11. (Currently Amended) The general drive control system according to ~~claims 9 or 10~~claim 9, wherein

said control apparatus determines, based on said determined driving request, said power or work to meet the driving request as a desired power or desired work for each of said actuators, and based on the determined desired power or desired work, generally controls drive of said plurality of actuators.

12. (Currently Amended) The general drive control system according to ~~any of claims 9 to 11~~claim 9, wherein

said control apparatus includes

a desired power determining unit determining, for each of said actuators, power to meet said determined driving request as a desired power;

a required electric power determining unit determining required electric power to be supplied to each actuator to realize the desired power determined for each of said actuators;

a desired power establishing unit establishing, when a total required electric power as a sum of required electric power determined for the plurality of actuators exceeds said allowable value, desired power for each of the plurality of actuators by decreasing corresponding desired power of some of said plurality of actuators; and

a driving unit driving said plurality of actuators based on the established desired power.

13. (Previously Presented) The general drive control system according to claim 12, wherein

said desired power establishing unit decreases desired power determined for some of said actuators, in accordance with an order set in advance for said plurality of actuators, when said total required electric power exceeds said allowable value.

14 - 16. (Canceled).

17. (Currently Amended) The general drive control system according to ~~any of claims 7 to 16~~claim 7, wherein

said control apparatus includes a control mode changing unit manually or automatically changing said allowable value, thereby changing control mode for controlling said plurality of actuators.

18. (Previously Presented) The general drive control system according to claim 17, wherein

said control mode changing unit selects as said control mode an economy mode in which saving of energy consumed by said plurality of actuators is given higher priority than realization of a target state of operation of said vehicle, by setting said allowable value to a small value, in a normal state of operation of said vehicle, and selects as said control mode a power-mode in which realization of the target state of operation of said vehicle is given higher priority than said saving of energy consumption, by setting said allowable value to a large value, in an emergency state of operation of said vehicle, and

said control apparatus generally controls drive of said plurality of actuators in accordance with the selected control mode.

19. (Currently Amended) The general drive control system according to ~~any of claims 1 to 18~~claim 1, wherein

said plurality of actuators constitute a consumption unit consuming energy supplied from said energy source;

said energy source includes

a generating unit generating said energy, and

a storage unit storing the generated energy; and

said control apparatus includes

an apparent value determining unit determining an apparent value of said power or said work based on actual power or actual work of each of said actuators, energy generation ratio or energy generation amount by said generating unit, and energy storage ratio or storage amount by said storage unit, and

a control unit generally controlling drive of said plurality of actuators, based on the determined apparent value.

20 - 25. (Canceled).

26. (Currently Amended) The general drive control system according to ~~any of claims 1 to 25~~claim 1, wherein

said control apparatus generally controls drive of said plurality of actuators by distributing among the plurality of actuators, available power or available work, which is the

power or work that can be supplied by said energy source to the plurality of actuators as a whole, based on a safety variable related to safety of said vehicle, a comfort variable related to comfort enjoyed by the human being using said vehicle, and an economy variable related to economy of energy consumption by said plurality of actuators.

27. (Previously Presented) A general drive control system provided in a vehicle including a plurality of actuators and an energy source common to the actuators, accomplishing a work by an operation of said plurality of actuators consuming energy supplied by said energy source, comprising

control means for generally controlling drive of said plurality of actuators, with amount of drive of each of the plurality of actuators being determined in a dimension of work or power as work per unit time.

28. (Previously Presented) The general drive control system according to claim 27, wherein a target value of each actuator is represented and determined in a dimension of power or work from a drive request, and said control means includes means for generally controlling drive of said plurality of actuators based on a target power or target work as the determined target value.

29. (Previously Presented) The general drive control system according to claim 27, wherein a drive request and each actuator are related to each other in a dimension of power or work, and said control apparatus includes means for generally controlling drive of said plurality of actuators based on the power or work.

30. (Canceled).

31. (Currently Amended) The general drive control system according to ~~any of claims 27 to 29~~claim 27, wherein  
said plurality of actuators are of mutually different type.

32. (Currently Amended) The general drive control system according to ~~any of claims 27 to 31~~claim 27, wherein

said control means includes means for generally controlling drive of said plurality of actuators based on a total power or a total work that is a sum of power or work approximately at the same time period, of said plurality of actuators.

33. (Currently Amended) The general drive control system according to ~~any of claims 27 to 32~~claim 27, wherein

said control means includes means for generally controlling drive of said plurality of actuators such that said power or work of each of said actuators or said total power or total work of said plurality of actuators does not exceed an allowable value.

34. (Previously Presented) The general drive control system according to claim 33, wherein

said control means includes

power limiting means for limiting, when said total power or total work is about to exceed said allowable value, power of at least a part of said plurality of actuators in accordance with an order set in advance for said plurality of actuators.

35. (Currently Amended) The general drive control system according to ~~any of claims 27 to 34~~claim 27, further comprising

driving request determining means for determining a driving request for said vehicle; wherein

said control means includes means for determining said power or said work based on the determined driving request as a desired power or desired work, and for generally controlling drive of said plurality of actuators based on the determined desired power or desired work.

36. (Previously Presented) The general drive control system according to claim 35, wherein

said driving request determining means includes

driving information detecting means for detecting at least one of a driver's instruction driving said vehicle, state of operation of said vehicle, and operation environment in which said vehicle is placed, as driving information, and

driving request determining means for determining said driving request based on the detected driving information; and

said control means includes means for generally controlling drive of said plurality of actuators based on said power or work based on the determined driving request.

37. (Currently Amended) The general drive control system according to claim 35-~~or~~ 36, wherein

said control apparatus includes means for determining, based on said determined driving request, said power or work to meet the driving request as a desired power or desired work for each of said actuators, and based on the determined desired power or desired work, for generally controlling drive of said plurality of actuators.

38. (Currently Amended) The general drive control system according to ~~any of claims 35 to 37~~claim 35, wherein

said control means includes

desired power determining means for determining, for each of said actuators, power to meet said determined driving request as a desired power;

required electric power determining means for determining required electric power to be supplied to each actuator to realize the desired power determined for each of said actuators;

desired power establishing means for establishing, when a total required electric power as a sum of required electric powers determined for the plurality of actuators exceeds said allowable value, desired power for each of the plurality of actuators by decreasing corresponding desired power of some of said plurality of actuators; and

driving means for driving said plurality of actuators based on the established desired power.

39. (Previously Presented) The general drive control system according to claim 38, wherein

said desired power establishing means includes means for decreasing desired power determined for some of said actuators, in accordance with an order set in advance for said plurality of actuators, when said total required electric power exceeds said allowable value.

40 - 42. (Canceled).

43. (Currently Amended) The general drive control system according to ~~any of claims 33 to 42~~claim 33, wherein

said control means includes control mode changing means for manually or automatically changing said allowable value, thereby changing control mode for controlling said plurality of actuators.

44. (Previously Presented) The general drive control system according to claim 43, wherein

said control mode changing means includes means for selecting as said control mode an economy mode in which saving of energy consumed by said plurality of actuators is given higher priority than realization of a target state of operation of said vehicle, by setting said allowable value to a small value, in a normal state of operation of said vehicle, and for selecting as said control mode a power-mode in which realization of the target state of operation of said vehicle is given higher priority than said saving of energy consumption, by setting said allowable value to a large value, in an emergency state of operation of said vehicle, and

said control means includes means for generally controlling drive of said plurality of actuators in accordance with the selected control mode.

45. (Currently Amended) The general drive control system according to ~~any of claims 27 to 44~~claim 27, wherein

said plurality of actuators constitute a consumption unit consuming energy supplied from said energy source;

said energy source includes

a generating unit generating said energy, and

a storage unit storing the generated energy; and

said control means includes

apparent value determining means for determining an apparent value of said power or said work based on actual power or actual work of each of said actuators, energy generation ratio or energy generation amount by said generating unit, and energy storage ratio or storage amount by said storage unit, and



control means for generally controlling drive of said plurality of actuators.

46 - 51. (Canceled).

52. (Currently Amended) The general drive control system according to ~~any of claims 27 to 51~~ claim 27, wherein

said control means includes means for generally controlling drive of said plurality of actuators by distributing among the plurality of actuators, available power or available work, which is the power or work that can be supplied by said energy source to the plurality of actuators as a whole, based on a safety variable related to safety of the vehicle, a comfort variable related to comfort enjoyed by the human being using the vehicle, and an economy variable related to economy of energy consumption by said plurality of actuators.

53. (Previously Presented) A general drive control method, implemented in a vehicle including a plurality of actuators and an energy source common to the actuators, for accomplishing a work by an operation of said plurality of actuators consuming energy supplied by said energy source, comprising the step of

generally controlling drive of said plurality of actuators, with amount of drive of each of the plurality of actuators being determined in a dimension of work or power as work per unit time.

54. (Previously Presented) The general drive control method according to claim 53, wherein a target value of each actuator is represented and determined in a dimension of power or work from a drive request, and said step of generally controlling drive of said plurality of actuators includes the step of generally controlling drive of said plurality of actuators based on a target power or target work as the determined target value.

55. (Previously Presented) The general drive control method according to claim 53, wherein a drive request and each actuator are related to each other in a dimension of power or work, and said step of generally controlling drive of said plurality of actuators includes the step of generally controlling drive of said plurality of actuators based on the power or work.

56. (Canceled).

57. (Currently Amended) The general drive control method according to ~~any of claims 53 to 55~~claim 53, wherein  
said plurality of actuators are of mutually different type.

58. (Currently Amended) The general drive control method according to ~~any of claims 53 to 57~~claim 53, wherein  
said step of generally controlling drive of said actuators includes the step of controlling drive of said plurality of actuators based on a total power or a total work that is a sum of power or work approximately at the same time period, of said plurality of actuators.

59. (Currently Amended) The general drive control method according to ~~any of claims 53 to 58~~claim 53, wherein  
said step of generally controlling drive of said actuators includes the step of controlling drive of said plurality of actuators such that said power or work of each of said actuators or said total power or total work of said plurality of actuators does not exceed an allowable value.

60. (Previously Presented) The general drive control method according to claim 59, wherein  
said step of generally controlling drive of said actuators includes the step of limiting, when said total power or total work is about to exceed said allowable value, power of at least a part of said plurality of actuators in accordance with an order set in advance for said plurality of actuators.

61. (Currently Amended) The general drive control method according to ~~any of claims 53 to 60~~claim 53, further comprising the step of determining a driving request for said vehicle; wherein

said step of generally controlling drive of said actuators includes the step of determining said power or said work based on the determined driving request as a desired power or desired work, and controlling drive of said plurality of actuators based on the determined desired power or desired work.

62. (Previously Presented) The general drive control method according to claim 61, wherein

said driving request determining step includes the steps of  
detecting at least one of a driver's instruction driving said vehicle, state of operation of said vehicle, and operation environment in which said vehicle is placed, as driving information, and

determining said driving request based on the detected driving information; and  
said step of generally controlling drive of said actuators includes the step of  
controlling drive of said plurality of actuators based on said power or work based on the determined driving request.

63. (Currently Amended) The general drive control method according to claim 61 ~~or~~ 62, wherein

said step of generally controlling drive of said actuators includes the step of  
determining, based on said determined driving request, said power or work to meet the driving request as a desired power or desired work for each of said actuators, and based on the determined desired power or desired work, controlling drive of said plurality of actuators.

64. (Currently Amended) The general drive control method according to ~~any of~~ claims 61 to 63 claim 61, wherein

said step of generally controlling drive of said actuators includes the steps of  
determining, for each of said actuators, power to meet said determined driving request as a desired power;

determining required electric power to be supplied to each actuator to realize the desired power determined for each of said actuators, as required electric power;

establishing, when a total required electric power as a sum of required electric power determined for the plurality of actuators exceeds said allowable value, desired power for each of the plurality of actuators by decreasing corresponding desired power of some of said plurality of actuators; and

driving said plurality of actuators based on the established desired power.

65. (Previously Presented) The general drive control method according to claim 64, wherein

said step of establishing desired power includes the step of decreasing desired power determined for some of said actuators, in accordance with an order set in advance for said plurality of actuators, when said total required electric power exceeds said allowable value.

66 - 68. (Canceled).

69. (Currently Amended) The general drive control method according to ~~any of claims 59 to 68~~claim 59, wherein

said step of generally controlling drive of said actuators includes the step of manually or automatically changing said allowable value, thereby changing control mode for controlling said plurality of actuators.

70. (Previously Presented) The general drive control method according to claim 69, wherein

said step of changing control mode includes the step of selecting, as said control mode an economy mode in which saving of energy consumed by said plurality of actuators is given higher priority than realization of a target state of operation of said vehicle, by setting said allowable value to a small value, in a normal state of operation of said vehicle, and selecting, as said control mode a power-mode in which realization of the target state of operation of said vehicle is given higher priority than said saving of energy consumption, by setting said allowable value to a large value, in an emergency state of operation of said vehicle, and

said step of generally controlling drive of said actuators includes the step of controlling drive of said plurality of actuators in accordance with the selected control mode.

71. (Currently Amended) The general drive control method according to ~~any of claims 53 to 70~~claim 53, wherein

said plurality of actuators constitute a consumption unit consuming energy supplied from said energy source;

said energy source includes

a generating unit generating said energy, and

a storage unit storing the generated energy; and

said step of generally controlling drive of said actuators includes the step of

determining an apparent value of said power or said work based on actual power or actual work of each of said actuators, energy generation ratio or energy generation amount by said generating unit, and energy storage ratio or storage amount by said storage unit, and controlling drive of said plurality of actuators based on the determined apparent value.

72 - 77. (Canceled).

78. (Currently Amended) The general drive control method according to ~~any of claims 53 to 77~~claim 53, wherein

said step of generally controlling drive of said plurality of actuators includes the step of controlling drive of said plurality of actuators by distributing among the plurality of actuators, available power or available work, which is the power or work that can be supplied by said energy source to the plurality of actuators as a whole, based on a safety variable related to safety of the vehicle, a comfort variable related to comfort enjoyed by the human being using the vehicle, and an economy variable related to economy of energy consumption by said plurality of actuators.